MD 60 is considered to run in a North/South direction.

PROPOSED SIGNS

17a
Stone House Way
17b
Stone House Way
D-3(1)
(VAR.x16")
Dual-faced

26,27
Leitersburg Pike
D-3(1)
(VAR.x16")

18 — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)
19 — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)
20 — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)
21 — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)

LEITERSBURG PIKE
STONE HOUSE WAY

22 — NORTH MARYLAND 60 — Shield Assembly (30"x 51")
23 — SOUTH MARYLAND 60 — Shield Assembly (48"x 75")
24 — SOUTH MARYLAND 60 — Shield Assembly (30"x 51")
25 — NORTH MARYLAND 60 — Shield Assembly (48"x 75")

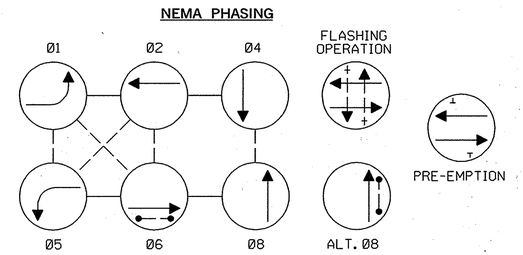
28,29 — NEW — Temporary Sign W 3-3 48" x 48"

30 — ONLY — R3-5(R) 30"X36"

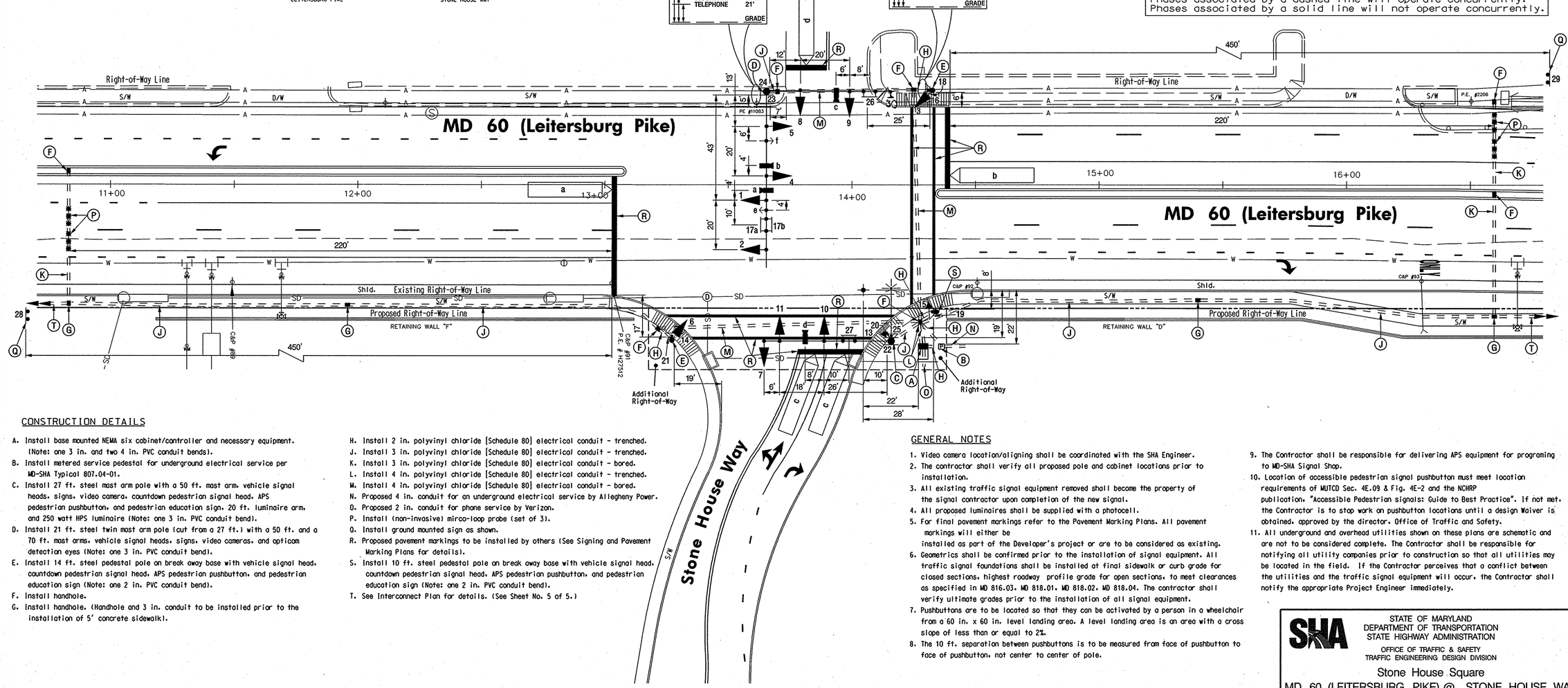
PROPOSED SIGNALS

1,4 — 12" L.E.D.
3,6 — 12"/8" L.E.D.
2,5,7,8, 9,10,11 — 12" L.E.D.
13-16 — 16" L.E.D.
e,f — Proposed Opticom Detector Eye
a,b,c,d — Proposed Video Detection

NEMA PHASING



Note:
Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.



CONSTRUCTION DETAILS

A. Install base mounted NEMA six cabinet/controller and necessary equipment. (Note: one 3 in. and two 4 in. PVC conduit bends).
B. Install metered service pedestal for underground electrical service per MD-SHA Typical 807.04-01.
C. Install 27 ft. steel mast arm pole with a 50 ft. mast arm, vehicle signal heads, signs, video camera, countdown pedestrian signal head, APS pedestrian pushbutton, and pedestrian education sign, 20 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 3 in. PVC conduit bend).
D. Install 21 ft. steel twin mast arm pole (cut from a 27 ft.) with a 50 ft. and a 70 ft. mast arms, vehicle signal heads, signs, video cameras, and opticom detection eyes (Note: one 3 in. PVC conduit bend).
E. Install 14 ft. steel pedestal pole on break away base with vehicle signal head, countdown pedestrian signal head, APS pedestrian pushbutton, and pedestrian education sign (Note: one 2 in. PVC conduit bend).
F. Install handhole.
G. Install handhole. (Handhole and 3 in. conduit to be installed prior to the installation of 5' concrete sidewalk).
H. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
J. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
K. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
L. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
M. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
N. Proposed 4 in. conduit for an underground electrical service by Allegheny Power.
O. Proposed 2 in. conduit for phone service by Verizon.
P. Install (non-invasive) mirco-loop probe (set of 3).
Q. Install ground mounted sign as shown.
R. Proposed pavement markings to be installed by others (See Signing and Pavement Marking Plans for details).
S. Install 10 ft. steel pedestal pole on break away base with vehicle signal head, countdown pedestrian signal head, APS pedestrian pushbutton, and pedestrian education sign (Note: one 2 in. PVC conduit bend).
T. See Interconnect Plan for details. (See Sheet No. 5 of 5.)

GENERAL NOTES

1. Video camera location/aligning shall be coordinated with the SHA Engineer.
2. The contractor shall verify all proposed pole and cabinet locations prior to installation.
3. All existing traffic signal equipment removed shall become the property of the signal contractor upon completion of the new signal.
4. All proposed luminaires shall be supplied with a photocell.
5. For final pavement markings refer to the Pavement Marking Plans. All pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
6. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
7. Pushbuttons are to be located so that they can be activated by a person in a wheelchair from a 60 in. x 60 in. level landing area. A level landing area is an area with a cross slope of less than or equal to 2%.
8. The 10 ft. separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
9. The Contractor shall be responsible for delivering APS equipment for programing to MD-SHA Signal Shop.
10. Location of accessible pedestrian signal pushbutton must meet location requirements of MUTCD Sec. 4E.09 & Fig. 4E-2 and the NCHRP publication, "Accessible Pedestrian signals: Guide to Best Practice". If not met, the Contractor is to stop work on pushbutton locations until a design Waiver is obtained, approved by the director, Office of Traffic and Safety.
11. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

Stone House Square
MD 60 (LEITERSBURG PIKE) @ STONE HOUSE WAY

The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410-931-6600
1-800-583-8411
Fax 410-931-6601

BY: FBrownley

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

These plans are approved for construction for a period of 1 year from the date of approval. Should construction not begin within this time frame these plans shall be null and void without a re-review from the Traffic Engineering Design Division.

APPROVALS
TEAM LEADER — 6-9-07
ASST. DIV. CHIEF — Mickey Ruder — 5-9-07
DIVISION CHIEF — for Woody Hoof — 6-9-07
OFFICE DIRECTOR — 5/17

REVISIONS

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE May 4, 2007 CONTRACT NO. BW996M82

DESIGNED BY F. Brownley
DRAWN BY F. Brownley
CHECKED BY
FAP NO. N/A
COUNTY Washington
LOGMILE 21006000.75
TIMS NO. 1456
TOD NO.

TS NO. 4579 | DRAWING — OF | SHEET NO. 3 OF 5

PLOTTED: Monday, May 07, 2007 AT 09:48 AM
FILE: F:\2005\2005-0418\des\Signal\PSG-P001-md60_stonehouse.dgn